The Member also represented that the during floods, the water collected in thodu from an adjacent *thodu* flowing from ea the sluices, breached the banks and inwards by means of a culvert. at the anicut might be repaired im-

Dewan's reply.—You have spoken abou said that it became damaged some culvert on the road from Mavelikara to Kayank . The anicut, being situated on the village roads and the diversion of a certain *kal.* brkara anicut, served both as an outlet be attended to by the local people. In the area ra anicut, and, in normal times, as a there are three roads ; there is also another betwe part of the country is very well served by roads the lake close by. The deplorable innumerable small roads there. It is not possible misery and loss to the ryots, and he, more roads in that locality and maintain them. be restored and an additional sluice

As regards the enlargement of the culv you are village roads. You could Padikkal and Chettikulangara, the Chief Enginee ingal recently. You have to do the

69. Means of communication and other needs t evidently prepared to do that. If

Mr. Kanakku Padmanabhan Sankaran (ng time to complete them and com- phasised the importance of his taluk in point of e acquired. that Government might set apart a definite sl taluk for its development, in proportion to its necessary lands free of compensation. respects, after deducting what was necessary for ar also. tration. The Government spent only a very sm though it yielded an annual revenue of Rs. e lands. people of his taluk suffered greatly from lack o the three following roads might be constructed a ain inspect the place and settle the can be done soon.

(1) The village road from Tamarak ou, arrangements will be made for miles long. A istance of 5 miles from Ilippakkulangara stio in good condition and a bridg gravelled.

ts to the canal from Kochupilammudu trade.

val of diff nd the dam Todiyil to Vall **conveying goods to and from ships in channel to let in pathemars through the**

(2) Th miles from Todiy already been gravelled, to be improved.

(3) The road from Kallukkadavu to M ber, Trading Classes, Quilon) re- gara. That roa had already engaged the atten nstructed by the Government on the then said that th request of the Member, Trac for a length of about 3 furlongs, was cipal Council, K yankulam, for the conversion om the bazaar, and that the construc- and the Kannet Vattakayal into a navigable casting works with roads on either side conversion woul result in great loss to the rich construction of shops and the loading lying on either ide of that *thodu* over a length ly one landing place on the eastern ened as propose for purposes of communicati erchants of Quilon, and only 4 or 5 fields would be trained away, and the inrush used much delay and the crowding destroy their fe tility. He, therefore, prayed the public road. The construction Director of Agriculture and the local ryots befo the canal from the Kochupilammudu c matter. acilitate the building of store-houses ncourage trade. Moreover, the banks

Dewan reply.—The first few miles blic privy and the works referred to Aiyaramtengu, eferred to by the Member, hav tood that the matter was under cor- of the road fro Sastankotta to Padanayarkulai rks in 1915 and 1916, and the Member

With regard to the repair of the canal hand in the interests of the trade and the matter will be settled only after consultatic

70. Facilities for communication in the south on Port were now being unloaded by **palli taluk.** elay and the process was impossible

Mr. Kshnan Madhavan (Member, K sacks were often spoiled by sea water, following wor might be taken up and compl of the absence of proper sheds on the roads or other facilities for easy con-

(1) The Pavumpa *thodu* should be made possible for small vessels and and a bridge should be put up across it. ugh the Neendakara bar, those vessels ls could unload conveniently and the

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